
Secretary case that pro-dering case. Secretary cases.

in their feminists from— by sarly and the sight flesh, to of the family ser; to be means, 'said the wint by of the

m the rolls below.

dark, and delimeter !

is the allocations, historical trials had

rate wall-

m of their charter from Castleton

per of the Ruthed & Berlingto

m, "a set of speculators."

Is House or Reseasesvatives, Read and made special order for Mon-C. K. Watony,

Railroad Company," have had the same unon, and respectfully submit the following report:

By on act of the Legislature, passed Nov.

19th, 1847, the Ruthard & Washington the right to contract with any other ted by the Legislature of this State, or of 1850, the road of the Rutland & White-the State of New York, whose real neight hall Company being completed, that Comse might be mutually agreed uproad to any such Railroad whose road might as aforesaid, or consolidate their stock with the stock of any such Railroad Company as of Castleton or Pairhaven, as should be ed expedient, after the act al locaon on the application of the Rettion of said road was finally determined

west from Castleton-whether by the way porution, a computition arose between the friends of the respective routes for the control of the charter. The result was, the friends of the Poultney or southern route Dontale, Peter Blanchard, S. H. Solas Coales, Martin G. Brorts, were succomful. The friends of the Pairhaven or northern route then applied to the B. Pierpoint, Ira Pisher, Silas Legislature for the incorporation of the Rutland & Whitehall Railroad Company. d many others. Others contain It appears from a joint report of the comment Refired, and its Supermittee on roads of the Senate and House (House Journal 1848) to whom this applisere, and Attorney; and to a before the committee to cation was referred, that negociations be-tween the Rutland & Washington Ruillapland & Bartington, the President Values Valley, and the Superia-of the Sullivan and Fachburgh road Company, for a connection at the state line in Poultney, had failed because the terms offered by the latter Company "were al before the committee by and two other attorneys who appear Rutland & Washington Company, was not likely to be established without a further for the great suffering public. All this past for that object. Accordingly the pairies and upon the Legislature; and very atmosphere at Montpolice was fill-with the greatest culturates of the Rut-f & Washington Railroad. It was pro-Legislature passed an act, Nov. 13th, 1848, incorporating the Rutland & Whitehall Railroad Company with the right of building a railroad over the same ground coverod "s primper and a curse," and its od by the charter of the Rutland & Wash what was the object and the intend-et of all this labored effort?—simply construct their road only flom some point theton, and to and from the depot of the section of Castleton, convenient for Rutland & Burlington Railroad Company to \$8.100 The publication must have a Castleton Reilroad only flom some point theton, and to and from the depot of the section of Castleton, convenient for Rutland & Burlington Railroad Company to \$8.100 The publication have a Reilroad only flom some point theton, and to and from the depot of the section of the the said Rutland & Washington Railroad gers as is charged by said Saratogs & Company shall actually lay out and expend. Washington Company on their Railroad: within one year from the passage of this all freight and passengers conveyed any mangers cattled over the Rus-Man that wanter service over the construction of that part of the said Rut. beer in this flower at the

town is not on the unsent Company."

In connections with the Ruthard & Bor. Are not the Continue and Whitehall by build between Montani. The offset of this 27th acction upon the lington Railroof at Rutland, and in case Company bound to lease the Road, if clar-The office of the 27th section upon the Board and to case Company bound to brace the Road, if charter of the Rolland & Washington Comthey should then leave before the arrival of tered and built, at \$1,750 per unit, to the their service was of no avail with the Lies.

The gods entry on honor man enjoying of ill will and want of sym- pany, was to change the original term of the trains of the Saratoga & Washington Saratoga Company?

RUTLAND, VT., SATURDAY MORNING, DECEMBER 4, 1862.

in order for one within three years true the Ravings & Washington Company to 19th Nov. 1946, that part of their read at-through to Rutherd; provided that no unted coast of Castleton, and to expend with the permitted to run on the pa-in the first of said three years \$10,000, in percent a very being and patient the building of the same part of their read. of any other train specified in the part and which accupied the sec. By an act of the Legislature, passed Nov. time tables of either Company. These Published time tables of Company were further authorized to construct a branch of their road from ease point terminate at the west line of the State, go & Workington Railroad Compa either in the town of Poultney, Wells, Ruthe Report against the bill from the port, Paylot, or Bindgute, and if, for con- alteration to be saide in the same. rememo of continuous, said branch should cross said lists the Blate of New York, open its return the course of mid road with-

and completes the present milroad commu-

The object of the Legislature in making the several grants above referred to, is Nor did it appear that the Saratoga and

to your committee, and to which their attention ime been particularly directed, refrom Cantleton to Rutland, except in a verpeaks the above scentioned 27th section of few instances. town of Rutland, thepen through the towns the act incorporating the Rutland & Whiteof Ire, Castiston, and Pairhaven or Poult- hall Railroad Company, and empowered point in the west line of this said Company to countract their said Road appeared to be chiefly owing to a delay State, in said town of Pairhaven or Poult- from the village and town of Castleton to starting from Saratoga, occasioned by was ney, most convenient for meeting and conwith a Railroad [then] to be built | land for entering upon and connecting with | connection with the boats on Hudson river by the Baratoga & Washington Railroad the Rutland & Burtington Railroad, agree-Company, in the State of New York;" and ably to the 20th section of said act of in-

1850, the road of the Rutland & Whitepany executed a loase of their said Road. with all the lands, fixtures, property, rights, privileges, appurtenances, franch to belonging," to the Saratoga & Washing-ton Railroad Company, for and during the and & Whitehall Railroad Company, and during any renewals and extension also covenant and agree that in case they struct, and complete their mid Railroad saked for, and it is their unanimous the Rutland & Burlington Railroad in the town of Rutland, then and in such case the Rutland & Whitehall Railroad Company engaged to lease to said Saratoga & Washington Company all that part of their which time the

of connection of tracks of these two roads knowledge of the case. at Castleton, the Rutland & Washington Company and the Saratoga & Washington Company on the 24th day of June, 1851, respective companies and all renewals thereof, and contains among its provisions the following:

Prast. -The Railroad of the said Rutland & Whitehall Company shall be connected and be united with that of the Rut-land & Washington Company at the vilproperly deemed inadmissable;" and con-lage of Castleton, and at a point west of the bridge of the last named Company over the bridge of the last named Company over Castleton River. The said Rutland & Whitehall Railroad Company relinquish all claim to build their Railroad further cost than the said point of connection; and the mid Rutland & Washington Bailroad company relinquish all right to build their road or a branch of it from Castleton west to

SECOND .-- At the regular times for the ington Company, with the exception that arrival and departure to and from Castleton the point of connection in the west line of of such trains as the said Saratoga & Wash-this State with a railroad to be built by the ington Railroad Company may establish this grant? Samtoga & Washington Company, was between Samtoga Springs and Retland, as fixed to be in the town of Pairimren. But specified in their published time tables, the the twenty-seventh section of the act de- mid Rutland & Washington Railroad Comclarge that the said Rutland and Whitehall pany will take such trains without delay to Railroad Company shall-commence and and from said point of connection in Casconstruct their road only flom some point tieton, and to and from the depot of the connecting and uniting with the Rutland in Rutland, and shall charge therefor the & Washington Railroad; "Provided that same price per mile for freight and passenset, the sum of \$10,000 in the building and loss distance to be regarded as local, for land & Washington Railroad extending price. The said trains to be run over the the has mover oven cost them a cost from the town of Castisten. Provided Rutland & Washington Road at as high he he construction? The segect also that the said Rutland & Washington rate of speed as is made by the Suratogo the that the said Rutland & Washington is Washington that our plans that our plans the that the said Rutland & Washington is Washington Company on their Read, and if the trains of the last matter of their matter of the Rutland of Washington Railwad consistency of the Rutland & Washington Railwad for the purpose of making their own requirements on the matter of the mat

orbotantially complied with by the Rutland & Washington Railroad Company, and ington Company. In the investigation beperiod prescribed by the Logislature, and trains of the Barators & Washington Com pany frequently failed of making an imporand completes the present milroad commu-nication between Castleton, Whitehall and to the Rutland & Washington Company, whose connections at the same point made with great constancy and Fromptitu Washington Company could have avoided The main provision of the law referred those fallures to connect, had that Company from Castleton to Rutland, except in a very

The cause of the irregularity of tion of the Saratogu & Washington to ing for the train from Troy, which runs in -the Saratoga & Washington Company regarding the Rutland connection as sub ordinate to their more important come tions which they are obliged to make for the accommo upon the Hudson River and Lake Cham-

plain. It was shown that the prese tween Rutland and Castleton was sufficient for doing all the bushiess now offer that will be furnished for some years bence and that the extension of the Rutland on Whitehalf Road to Rutland would, if made, Rathand? meterially injure the value of the Rutland and Washington Road.

Upon due deliberation of all the facts furniture; and in said lease the said Rut- presented before them, the Committee & land & Whitehall Railroad Company did not regard the public convenience which would practically result from such an ex should at any time thereafter extend, con- tension as sufficient to justify the grant that the bill ought not to pass.

This report was made the special order for Tuesday the 16th of November, at ted and extended, at an annual rent of speech of three hours, arguing from the facts \$1750 for each and every mile of said road. as found by the committee, and, in addition, To obviate the trouble and difficulty availing himself of his position as a metaber which had previously existed from a want of the House to state under oath his own

After the conclusion of the speech of the the most of the morning and afternoon also, ton but three times, at as early an hour as cutered into a contract which is to continue the following interrogatories were answer- the Express left for Montreal and Boston? during the existence of the charters of the ed as follows by the chairman of the com-

In House or REPRESENTATIVES, November 15, 1852. \
Mr. Wright, of Castleton, supported ti

Mr. Brudley, of Westminister, op

Mr. Joselin, of Poultney, then p the following interrogatories to the Chair Who are the applicants for the pro

.fas. The Directors of the Rutland and Whitehall Railroad.

How long is their Road? Have not that Company leased their

Road to the Suratoga Company? Have the Saratoga Company asked

Would not the grant allow a company aving a road seven miles long, to build a road eleven miles long, which would be parallel to one already built?

How many years has this applicat

been before the Legislature? Pour years.

Very mear Very narrow, perhaps one-fourth mile.

How many petitioners are there? About one thousand. How many representations ?

Twenty-five thousand deliers.

id the read if a great to

Had the Whateh

Did not the Secretors Co.

Was not the Poultney Road or

om Butland 2

Have trains left Castleton before

Yes.

enced running in May last, has the Poult

Four times

of waiting for the Whitehall train?

have rarely arrived at Castleton upon their own published time tables?

Did the Express trains from Saratog sive days after the 8th of June ?

They did not.

Did the Whitehall Company keep a reg-

ister of arrivals at Castleton? They did.

Did it not appear from that register that the Express train from Baratoga, during member from Castleton, which occupied the month of June, did not arrive at Castle-It so appears from the register of arri-

During this period and while these ares occurred did not the Baratoga Company ticket passengers to Stations on the Rutland and Burlington Road and circulate advertisements, informing the public that they made a line of travel and the nenel

Were not those advertisements circula ed, while the Saratoga Company by their own time table could not make the connec-

Is there not a written contract between the Saratoga Company, the Champlain Steamboat Company and the Hudson River Steamboat Company, binding the Companies to run in connection ?

Did not the Baratoga Company sequithe Rutland and Washington Company of all blame or responsibility for the failer making the connections at Rutland?

100 to 63

the inhabitants of Rutland, the Rutland & Mississippi. A Convention is to be held in Burlington Railroad, the Western Vermont St. Louis, some time this month, to seeme Railroad, and many of the citizens of the practical co-operation of the month Western Vermont, (in their holy horror of south along the Mindaippi valley. to their fertile imaginations presents all od every conceivable service—finding that capacity, at his first locture. The subthe Legislature of Verment have some re-gard to the plighted faith of the Hate; the obligation of contracts—and believing that no Railbord Company, any more than indi-adertained of him. Mr. Thuckersy is ariduals, should take advantage of their tout fifty years of age, of large flows, oir own wrong, therefore refused to great their specimens for accommunics; conserved the over wrong, therefore formers to great or the section for the section for executions; conscioned the life connectation is often and distinct, and pleasant jobs of cleaning their Rathard and his whole manner despite and similarited. selature, therefore they could be of no fur. an boucat length,

The same of the same of the same

oppose the great subset for; and become they executy orders the committee of they thought the public good required a charter to be greated from Conflows to Walting that then it be made at open phaster to one most with the Rathard & Washington, as well as the Rathard & Washington, as Por this simple request, in justice to them-selves and to the public, (for the Rutland & Washington Road is fifteen pates short-er than the Whitehall from Custices to Troy,) the vials of wreth and decumentation

are again opened upon the poor Retiend The Whitehall Company would not us

copt a grant for an open charter to counce both Rands. A majority of the committee in each brench of the Legislature efficient to report such a bill, if the Stational & ton Road wished it; they did but wish it, but requested the committee to report adversely to the grant neked for by chall Company. The committee did friend of the Rutland & Washington Road in the House, the Bill was stansing

sarrative of what occurred at Montpelier it is but the monrost justice to the Road which I in part represent. I have been frequently asked, why the people of flut-land are so hostile to the Rutland & Washington Road. I have been umble to anshould be so madly blind to their own terest as to quarrel with a Road which is no clearly and entirely independent of Rut-land, and whose good will, in the opinion of all impartial and disinterested men, it is so manifestly the interest of Rutland to cultivate. If any of the calumny, vitupe ration and abuse nimed at that Road, is arrive at Castleton on time in forty successimtended for my poor head, the mark can be easier hit with less injustice to others.

GEO. W. STRONG.

OF If the poor house has any terrors for you, never buy what you don't need. Before you pay three cents for a jews-harp, ascertain whether you can't make just as pleasant a noise by whistling.

(7 Intense mental activity, steadily diof all distinction.

alixing business, said, in excuse, "You know, Doctor, that I must live." This brave old hater of everything mean and hateful, coully replied that "he did not see Perhaps I'd better have weited and beaver

Cleveland, Ohio, Herald, says that three surrender myself. Now Boll, if your peny years since, at this season of the year Cleve- will take me to our unclese in five land was isolated. Cincinneti was four days distant; Pittsburgh was reached by two days' journey through med; and New the young indy.
York was a far off city, cut off by four days'
Than I 'Il make other arrangem By the by, I'll meet you at the ville over a flat rail variegated with sundry enakeheads. To-day we can breakfast in Cleveland and sup in Cincinnati or Pittsburgh; and leaving Cleveland, the same day finds us lodged at Leland's Metropolitan, in New York. In another year we shall see the sun rise upon the Bay of New York, and set in the neighborhood of Cusmingham's

ject for the construction of a Raifrond, to extend from New Orienze to Minnesota, in the section of the principle of the prin stories, the Bill was dismissed by a vote of will traverse is scarly 3000 miles along the 100 to 63.

Now comes the sequel. The gentleman is countermoved by leading and influential representing the Whitelall Road—to whom men and capitalists, along both banks of the

OP Mr. Theckeray has taken the New York people by storm. A highly intellec-

me at a public

"A lady air. Abr

"A young widow

"Go along and shot the destroter ren."

"A woman but a widow," he notherwised "I am glad I don't know hab." I am ocaly very fortenate to have satisfied solding,-I think I must white the makers call, a grand catch. But, thunk me days! I have pres morumb now. No. so. Jack Change was born to live and die a bachelor. And

now for the movement." In the more the come to the histol - his house realther with west, and thereth weakle to shop one fout

The same hostler-an Irologa

"Pat" said the young man feshionably attired, "just my mate into the stable and do the best you can for her."
"Och, Minthur Traverse, she's kift en-

"I'm afraid so." "And what's the divil made ye crowd

"No matter. Is my sister here? "Yis our. Bill, show the gentleman inthe ladies parlor."

"Ah, Bell," said the young man, enter "Yes," replied a boautiful young lady.

raising to meet him, "but what's the matter? "Nothing Bell, nothing."
"Something is certainly ti
You are Sushed and excited."

"I must be brief for I am pursued."

"Yes .- You know that fellow who insulted you in the couch the other day," mid the young man, "woll, -I have been on his rected to some loading pursuit, is the source track for over a week. I met him to-day in the street, and gave him a confe for A man whom Dr. Johnson once re-proved for following a useless and demor-ly, I'm afraid. He instantly got out a warrent against me, and met wishing to be token into court till I was made I mounte it out but having taken this stop, Per WHAT RAILBOADS ARE DORRG.—The bound to buffe them. To morrow [will

> I'm your man." "Pour Charley could'ut do it." answers

> From the drawing room the young man rushed to the stable.

"Pat." said he, "give me a heree-and good one." "Some a horse we've got so the stable.

except this black, and that belongs to the similarian that just come layer before ye.... Och, but he's a good one, yer honor, 2.60

horse and was off like a thunde "Oh wire, wires!" asid the hear come of me? "I'm raised intire

Shortly ofter, Mos Leafle rung the sion the backster ordered his large. The no time the young widow stopped light ly into the photos.

"All right," and the to Picture, with indy," replied, Patrick, heeping bold of the refn. Your carriage can held two famile?. "Very well but I came alone." "You've not to take a passenger."

"What do you make !" ing a horer."

Straling a home "exclaimed the widits